

OCHLOCKONEE AND CROOKED RIVERS, FLA.

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LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

WITH A LETTER FROM THE CHIEF OF ENGINEERS, REPORTS ON  
PRELIMINARY EXAMINATION AND SURVEY OF OCHLOCKONEE  
AND CROOKED RIVERS, FLA.

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OCTOBER 19, 1914.—Referred to the Committee on Rivers and Harbors and ordered  
to be printed, with illustration.

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WAR DEPARTMENT,  
*Washington, October 16, 1914.*

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

SIR: I have the honor to transmit herewith a letter from the Chief of Engineers, United States Army, dated 15th instant, together with copies of reports from Maj. Earl I. Brown, Corps of Engineers, dated December 15, 1913, and April 13, 1914, with map, on preliminary examination and survey, respectively, of Ochlockonee and Crooked Rivers, Fla., made by him in compliance with the provisions of the river and harbor act approved March 4, 1913.

Very respectfully,

HENRY BRECKINRIDGE,  
*Acting Secretary of War.*

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WAR DEPARTMENT,  
OFFICE OF THE CHIEF OF ENGINEERS,  
*Washington, October 15, 1914.*

From: The Chief of Engineers, United States Army.

To: The Secretary of War.

Subject: Preliminary examination and survey of Ochlockonee and Crooked Rivers, Fla.

1. There are submitted herewith, for transmission to Congress, reports dated December 15, 1913, with map, and April 13, 1914, by Maj. Earl I. Brown, Corps of Engineers, on preliminary examination and survey, respectively, of Ochlockonee and Crooked Rivers, Fla., authorized by the river and harbor act approved March 4, 1913.



2. The Ochlockonee River rises in the west central part of Georgia and empties in Ochlockonee Bay, a shallow arm of the Gulf of Mexico, in the State of Florida. The commercial outlet is by way of Crooked River, a tidal waterway 26.2 miles in length, connecting Ochlockonee River with New River about 3.5 miles above Carrabelle. The district officer states that in Crooked River the depths are ample for present and future commerce. In the Ochlockonee River the depths, with the natural obstructions removed, will admit of a draft of 3 feet during low water, while the mean-stage conditions will permit a draft of 5 feet. He submits a plan of improvement providing for the removal of overhanging trees, snags, and other obstructions at a total estimated cost of \$28,000, including \$9,000 for necessary plant. The annual cost of maintenance is estimated at \$5,000. While the present commerce is small, he believes that the prospective commerce and the development of the adjacent country, due to the stimulus to trade resulting from opening the stream, will be sufficient to warrant the cost of the work proposed. In this opinion the division engineer concurs.

3. These reports have been referred, as required by law, to the Board of Engineers for Rivers and Harbors, and attention is invited to its report herewith, dated September 15, 1914. The board is of opinion that the first cost of the necessary plant, coupled with its subsequent operation, is excessive, when compared with the probable benefits to the general public, and it therefore reports that in its opinion it is not advisable at this time for the United States to undertake the improvement of Ochlockonee and Crooked Rivers, Fla.

4. After due consideration of the above-mentioned reports, I concur in the views of the Board of Engineers for Rivers and Harbors and therefore report that the improvement by the United States of Ochlockonee and Crooked Rivers, Fla., is not deemed advisable at the present time.

DAN C. KINGMAN,  
*Chief of Engineers, United States Army.*

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REPORT OF THE BOARD OF ENGINEERS FOR RIVERS AND HARBORS  
ON SURVEY.

[Third indorsement.]

BOARD OF ENGINEERS FOR RIVERS AND HARBORS,  
*September 15, 1914.*

To the CHIEF OF ENGINEERS, UNITED STATES ARMY:

1. The following is submitted in review of the district officer's reports covering preliminary examination and estimates for the improvement of Ochlockonee and Crooked Rivers, Fla., authorized by the act of March 4, 1913.

2. The Ochlockonee River rises in southern Georgia and empties through Ochlockonee Bay into Apalachee Bay. Through the bay and in the river up to a fixed bridge of the Gulf, Florida & Alabama Railway, a distance of about 30 miles, the depth is about 8 feet. Crooked River connects Carrabelle Harbor on St. George Sound with the Ochlockonee River at a point a short distance above the bridge just mentioned, and it is the commercial outlet of the Ochlockonee.



It has a length of about 26 miles and an available depth of 4.5 feet at low water. Above the Crooked River the Ochlockonee carries a depth of about 8 feet for a distance of nearly 45 miles, thence 4 feet for 25 miles, and thence 2 to 2.5 feet a further distance of 30 miles to the Seaboard Air Line Railway bridge, above which it is not navigable for ordinary boats. The principal obstructions to navigation in these streams are the overhanging trees and snags.

3. The present commerce amounts to about 7,350 tons, having a value of \$56,840. There is adjacent to the river a considerable area of pine timber, now producing about \$30,000 worth of naval stores per annum. It is also reported that there is considerable timber ready to be marketed when better navigation facilities become available.

4. A plan of improvement is presented which provides for the removal of overhanging trees and snags, at a total estimated cost of \$28,000, including \$9,000 for the necessary plant. Maintenance is estimated at \$5,000 annually. The district officer and the division engineer are of opinion that the locality is worthy of improvement to this extent.

5. The board was not convinced of the advisability of the United States undertaking the improvement of these rivers, believing the cost to be excessive, and interested parties were so informed and given an opportunity of submitting their views. One communication has been received and given consideration.

6. The work contemplated on these streams is principally the removal of overhanging trees, snags, and similar obstructions. The work is continuing in character and requires the construction of a special plant and its subsequent operation for an indefinite number of years, the estimated cost being \$28,000 for the first year and \$5,000 annually thereafter. This expenditure would be for the benefit of a present commerce estimated at 7,350 tons and an uncertain amount of prospective commerce.

7. In view of the character of the adjacent country, its small population, and the lack of any mining, manufacturing, or commercial industries, excepting those connected with the timber business, it is not probable that any large amount of commerce will develop. The board is of opinion that the first cost of the necessary plant, coupled with its subsequent operation, is excessive when compared with the probable benefits to the general public, and therefore it reports that in its opinion it is not advisable at this time for the United States to undertake the improvement of Ochlockonee and Crooked Rivers, Fla.

8. In compliance with law, the board reports that there are no questions of terminal facilities, water power, or other subjects which could be coordinated with the project proposed in such manner as to render the improvement advisable in the interest of commerce and navigation.

For the board:

FREDERIC V. ABBOT,  
Colonel, Corps of Engineers,  
Senior Member Present.



## PRELIMINARY EXAMINATION OF OCHLOCKONEE AND CROOKED RIVERS, FLA.

WAR DEPARTMENT,  
UNITED STATES ENGINEER OFFICE,  
*Montgomery, Ala., December 15, 1913.*

From: The District Engineer Officer.

To: The Chief of Engineers, United States Army  
(Through the Division Engineer).

Subject: Preliminary examination of Ochlockonee and Crooked Rivers, Fla.

1. Complying with the requirements of the river and harbor act approved March 4, 1913, the following report is submitted of a preliminary examination of Ochlockonee and Crooked Rivers, Fla.:

2. The Ochlockonee River rises in the west-central portion of south Georgia and flows southwesterly into Florida, to a point about 75 miles above its mouth, from which point to the mouth its course is southeasterly. It is about 300 miles long, and of this length only 150 miles are capable of improvement for navigation purposes. Its drainage area is about 2,350 square miles. It empties into Ochlockonee Bay, a shallow arm of the Gulf of Mexico, situated 50 miles northeast of Cape St. George. The stream is small, shallow, and tortuous in its upper reaches, including all that portion north of the bridge by which the Jacksonville River Junction branch of the Seaboard Air Line Railway Co. crosses it, formerly known as the Florida Central & Peninsular Railroad. Below this bridge a depth of 2 to 2½ feet is available for about 30 miles, then 4 feet for 25 miles more, and then about 8 feet to the mouth. Seven or eight feet can also be carried across the bar at the mouth into the Gulf of Mexico. The main channel is obstructed at a point about 30 miles above the mouth by the bridge of the Gulf, Florida & Alabama Railroad, which has no draw. However, just above this bridge that branch of the river known as Crooked River makes off to the southwest, and after meandering over a course about 26 miles long enters New and Carrabelle Rivers at a point about 5 miles above the town of Carrabelle, affording an outlet to that point, which has a good protected harbor.

3. There is record of an appropriation of \$5,000 having been made in 1833 for the improvement of Ochlockonee River, but there is no authentic information available to show how it was spent nor what results were obtained. It has been previously three times the subject of preliminary examination reports. One was made in 1874, which reported no work needed in the lower portion of the stream, while the upper was not considered worthy of improvement. The report will be found printed in Executive Document 75, part 7, Forty-third Congress, second session, and in the Annual Report of the Chief of Engineers for 1875, pages 84 and 46, parts 1 and 2, respectively. The next examination was made in 1880, and was likewise unfavorable. It is printed in Executive Document No. 11, Forty-seventh Congress, first session, and in the Annual Report of the Chief of Engineers for 1881, page 189, part 1. The third examination was made in 1899, and was favorable to the extent of recommending an appropriation of \$2,650 to free the channel from snags from Stoutomire Landing, about 120 miles above Crooked River, to



the junction of Crooked and Carrabelle Rivers. It is printed in House Document No. 55, Fifty-sixth Congress, first session.

4. The present examination included that portion of the stream lying between the crossing of the Seaboard Air Line Railroad and that of the Gulf, Florida & Alabama Railroad, which is located about 30 miles from the Gulf of Mexico, and the whole of Crooked River. Owing to the lack of a harbor having reasonable depths in Ochlockonee Bay, that portion of the Ochlockonee below the mouth of Crooked River was not considered. The total length lying between the railroad crossings named is 100.2 miles. The total length of Crooked River is 26.2 miles. The influence of tides was recorded as reaching 32 miles above the Georgia, Florida, & Alabama bridge; the rise and fall of water due to tides is from  $1\frac{1}{2}$  to 2 feet and the rise due to rains or during high water is from 4 to 5 feet. From this point on to the Seaboard Air Line Railway bridge the high water, from indications and information obtained, is from 5 to 7 feet. From the Gulf, Florida & Alabama Railway crossing to Hitchcocks Lake, a distance of 16.6 miles, the stream is deep, currents sluggish, and bends, with one exception, long and regular. From this point for a distance of 6 miles the currents are swifter, the course more tortuous, and the widths contracted, but the depths remain sufficient for any commerce that would ever develop in this section. From this last point on to the Seaboard Air Line Railway bridge the stream consists of some fairly long reaches of good river, having slow currents, very easy bends, and sufficient widths, and some lengths of river having rather short bends, fairly swift currents, widths more contracted. While the depths lessen, they are still ample for boats suitable for this stream and section. The banks are timbered the entire length with a short, small growth of gums, oaks, and bays. Back from the river the timber increases in size, the hardwood and gums having considerable value. The bottom lands, with few exceptions, are not subject to overflow. Beyond the bottom lands the ground is high, timbered with southern pine, and cultivated in spots and sections the entire length of the stream examined. The lands are reputed to be fertile, producing corn, sweet and Irish potatoes, peas, and cane, and in the upper two-thirds, cotton. Cattle thrive throughout this entire section. There were visible evidences of the fertility of the bordering lands wherever they could be seen from the river.

5. The expansive section lying between the Gulf, Florida & Alabama Railway and the Seaboard Air Line, both meeting at Tallahassee, is traversed by the Ochlockonee River and otherwise is very much isolated. All produce marketed and all supplies coming into the country, fertilizers, and general stores must now be hauled several miles from railroad stations. Farmers adjacent to this river stated that they could and desired to extend their acreage, but that the cost of transportation prohibited it, and so they cultivated only enough for home consumption and living purposes. One good evidence of the natural thrift of this section is the high price of land per acre.

6. The movement of saw logs in rafts is down the Ochlockonee through Crooked River to the mills located near Carrabelle. Therefore these streams must be considered as one, and the improvement of either without that of the other would be imperfect. Crooked River is not a river proper, but connects New River with the Och-



lockonee, and is 26.2 miles in length. It lies within the tidal basin of Carrabelle Harbor. Therefore its currents are sluggish, and it is comparatively deep throughout its entire length. For 15.5 miles of its length from New River its course is crooked; but since its currents run in opposite directions corresponding with the tide in Carrabelle Harbor, this fact is not so objectionable from a commercial point of view, as in case of streams generally having so tortuous a course. From this point to the Ochlockonee it is comparatively straight. The depths at mean low tides are sufficient for such commerce as exists or that may develop in many years.

7. The commerce at present consists of logs in rafts and naval stores carried on small barges and small boats, the method as practiced being crude and unsatisfactory, but the present condition of a comparatively small portion of this stream scarcely admits of much improvement in this respect. For about one-third of its length from New River, it runs through a low, swampy section; but from this point on, and gradually on the north side, the land becomes higher, is fairly well timbered, and from what could be judged and learned is susceptible of such cultivation as is carried on in various sections of the State of Florida, viz, sugar cane, sweet potatoes, corn, southern peas, and vegetables generally.

8. It is stated that the number of inhabitants living adjacent to the navigable section of the Ochlockonee and Crooked Rivers is about 8,400, of which number 410 are persons who have moved into this section for the purpose of working the naval stores. The remainder are old residents who are engaged in farming and performing such work as the country offers.

9. There are no villages in the true sense of the word adjacent to these streams, although quite a few settlements or localities are more densely populated than others. These settlements are generally near the river and their trade in and out will be carried by it. Some of the post offices distribute mail to as many as 1,500 people, while others distribute to only 40 or 50 people.

10. The forest lands are isolated owing to the fact that it is almost impossible to get logs or manufactured timber to the market. There is sufficient water in the stream to market timber and naval stores, but the obstructions prevent its use. With the cleaning out of the stream this condition will be improved. The trade will consist of logs, timber, and naval stores exported downstream and of merchandise and fertilizers brought in upstream. The commerce in 1912 amounted to about 7,350 tons, valued at approximately \$56,840. It is estimated that after the improvement the product of approximately 357,000 acres of timberlands in the way of naval stores and timber would be opened to the market. The probable annual value of the naval stores that would be marketed is about \$270,000, and that of the timber probably \$1,500,000.

11. It is thought that about 15 years would be required for all these products now available to be brought to the market after the improvement of the stream.

12. Turpentine and rosin transported down the Ochlockonee and delivered to the Gulf, Florida & Alabama Railroad at McIntyre receive a water rate which is one-half the rate on the same delivered at adjacent stations not on the river.



13. Crooked River has no caving banks and the timber growth along its course is small, a peculiar characteristic of Florida swamp lands not far distant from the Gulf. All indications are that if once improved the results would be permanent. The section of country lying north of this stream is very much isolated, and all timber, naval stores, farming products, and all supplies going to this section must be transported at least a part of their haul by water over Crooked River. This river could be considerably straightened, and many of its bends thus avoided, at small expense, but this is not now necessary. It is a tidal stream whose rise and fall, when not influenced by high water in the Ochlockonee, is 2 to  $2\frac{1}{2}$  feet; when so influenced, 3 to  $3\frac{1}{2}$  feet. There are very few bars in it, there being an absence of sediment. The least depth at low tide is about 4.5 feet, and during high-tide water from 6 to  $8\frac{1}{2}$  feet.

14. The high stages of water in both these streams obtain about January 1 and continue until about March 20; thus the high-water season is advantageous in bringing farm supplies in, but is too late to assist in sending products to market.

15. On Ochlockonee River low-water conditions, with the natural obstructions—overhanging trees and snags—removed, will admit of a draft of 3 feet during low water, while the mean-stage conditions will permit a draft of 5 feet. The high-water conditions will add 1 to 2 feet to the latter.

16. The low-water season will last about 5 months, June 1 to November 1, with occasional improved water conditions during this period. The duration of the mean stage is about 4 months, November 1 to January 1, and from April 1 to June 1, and the high stage about 3 months, or from January 1 to April 1, during which months the stages would range from 4 to 7 feet above mean low water.

17. The depths in these streams will admit of marketing products at all times, and the better stages of water between November 1 and January 1 will admit of bringing in supplies of all kinds. The banks, with exception of two short places, are stable and show no indications of caving. The bars are composed of hard sand and gravel; none of them need deepening at present. In Ochlockonee there are five short lengths, which compared with others may be regarded as swift. In these places the slopes appeared to be about two-tenths of a foot per hundred feet, and the currents about  $3\frac{1}{2}$  to 4 miles per hour. These sections are short, and a launch that would make about  $6\frac{1}{2}$  miles in the pools had no trouble in ascending them. In the pools the currents are about  $1\frac{1}{2}$  to 2 miles per hour and would indicate a slope of about two-tenths of a foot per thousand feet.

18. Considering the present isolation of the section traversed by these streams, the fertility of the lands adjacent to them, the quantity of timber and naval stores yet to be manufactured from this section, the simple character of improvement required, the permanency of improvement when once completed, the nonconflicting interests of railroads, and the impossibility of development of a vast section unless this stream is improved, I recommend that this improvement be undertaken by the General Government and that I be authorized to prepare plans and estimates therefor.

19. There are no terminal facilities existing on these streams, the boats making landings at suitable cleared spaces on the banks. No



additional facilities are deemed necessary for the character of commerce that will prevail here for many years.

20. There are no questions of water power, flood control, or other related questions to be considered in connection with this stream.

EARL I. BROWN,  
*Major, Corps of Engineers.*

[First indorsement.]

OFFICE OF DIVISION ENGINEER, GULF DIVISION,  
*Baltimore, Md., February 9, 1914.*

To the CHIEF OF ENGINEERS.

1. Forwarded.

2. Although the commerce on these streams at present is comparatively small, the development of the adjacent territory appears to depend upon their improvement. The work done will be reasonably permanent and can probably be made at comparatively small cost. For these reasons the division engineer concurs in the recommendation of the district officer that he be authorized to make such slight survey as may be necessary and prepare estimates of cost.

LANSING H. BEACH,  
*Colonel, Corps of Engineers,*  
*Division Engineer.*

[Third indorsement.]

THE BOARD OF ENGINEERS FOR RIVERS AND HARBORS,  
*February 24, 1914.*

To the CHIEF OF ENGINEERS UNITED STATES ARMY.

1. For reasons stated herein, the board concurs with the district officer and the division engineer in recommending a survey in order to determine the extent and advisability of the improvement. Further information is also desired as to character of obstructions found and as to the extent to which they now interfere with navigation.

For the board:

FREDERIC V. ABBOT,  
*Colonel, Corps of Engineers,*  
*Senior Member Present.*

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#### SURVEY OF OCHLOCKONEE AND CROOKED RIVERS, FLA.

WAR DEPARTMENT,  
UNITED STATES ENGINEER OFFICE,  
*Montgomery, Ala., April 13, 1914.*

From: The District Engineer Officer.

To: The Chief of Engineers, United States Army  
(Through the Division Engineer).

Subject: Survey of Ochlockonee and Crooked Rivers, Fla.

1. In compliance with instructions from the Chief of Engineers, contained in letter of February 28, 1914, the following report of plans and estimates for the improvement of Ochlockonee and Crooked Rivers, Fla., is submitted:



2. Ochlockonee River rises in south Georgia and flows into Florida, traversing that State first in a southwesterly and then in a southeasterly direction, flowing into Ochlockonee or Apalachee Bay. Ochlockonee Bay is shallow, having a depth of only about 8 feet. This depth is available for navigation in the river for a distance of 30 miles to the bridge of the Gulf, Florida & Alabama Railway, which has no draw and prohibits the passage of large boats. Above this bridge Crooked River, a tortuous tidal stream having an available depth of 4.5 feet at low water, connects the Ochlockonee with Carrabelle Harbor on St. Georges Sound, which is a protected harbor, and the commercial outlet to the river territory. Above the junction of Crooked River a depth of 8 feet is available in the Ochlockonee for nearly 45 miles, thence 4 feet for 25 miles, and thence 2 to 2½ feet 30 miles farther to the Seaboard Air Line bridge, above which the stream can scarcely be termed navigable by ordinary boats.

3. The stream has the usual characteristics of streams lying entirely within the swampy coastal plains. The water is dark in color, the slope is small, the currents are moderate, and the banks fairly stable. A few cut-offs have formed at some places, and several rafts have obstructed the stream, but in general the channel is bold and open.

4. An examination of these streams was made in July, 1913, by Assistant Engineer J. E. Turtle, who also made a reconnoissance survey of them, map of which was submitted with my preliminary examination report of December 15, 1913, upon these streams.

5. Based upon notes made in these reconnoissances, the following estimates of improving the river by the removal of snags and overhanging timber are submitted:

OCHLOCKONEE RIVER.

| Miles.                                      | Nature of obstructions.         | Cost of removal. |
|---------------------------------------------|---------------------------------|------------------|
| 0 to 30 (below G., F. & A. Ry. bridge)..... | None.....                       | None.            |
| 30 to 41.....                               | None (river in good shape)..... | None.            |
| 41 to 50.....                               | Overhanging trees.....          | \$900            |
|                                             | Snags.....                      | 200              |
| 50 to 60.....                               | Overhanging trees.....          | 2,000            |
|                                             | Snags.....                      | 400              |
|                                             | Sharp points.....               | 300              |
| 60 to 70.....                               | Overhanging trees.....          | 1,500            |
|                                             | Snags.....                      | 600              |
|                                             | Other obstructions.....         | 100              |
| 70 to 80.....                               | Overhanging trees.....          | 800              |
|                                             | Snags.....                      | 200              |
| 80 to 90.....                               | Overhanging trees.....          | 300              |
|                                             | Snags.....                      | 1,000            |
| 90 to 100.....                              | Overhanging trees.....          | 250              |
|                                             | Snags.....                      | 250              |
|                                             | Other obstructions.....         | 300              |
| 100 to 110.....                             | Overhanging trees.....          | 800              |
|                                             | Snags.....                      | 100              |
| 110 to 120.....                             | Overhanging trees.....          | 700              |
|                                             | Other obstructions.....         | 200              |
| 120 to 130.....                             | Overhanging trees.....          | 1,400            |
|                                             | Snags.....                      | 600              |
|                                             | Other obstructions.....         | 600              |
| Total.....                                  |                                 | 13,500           |
| Cost of plant.....                          |                                 | 9,000            |
| Contingencies.....                          |                                 | 2,500            |
| Total.....                                  |                                 | 25,000           |



## CROOKED RIVER.

|                                 |         |
|---------------------------------|---------|
| Removal of snags.....           | \$1,000 |
| Cutting overhanging trees.....  | 2,000   |
| Total.....                      | 3,000   |
| Total cost.....                 | 28,000  |
| Annual cost of maintenance..... | 5,000   |

6. On account of no suitable available plant that could be spared from other localities for carrying on this work, it will be necessary to construct plant for it. It will consist of one nonpropelling steam hoister, one quarter boat, and one gasoline motor boat to tow the outfit. The cost of such a plant will be about \$9,000, which is included in the above estimate.

7. There are estimated to be 8,400 inhabitants living on and adjacent to this stream. There are estimated to be 357,000 acres of pine timber land adjacent to it, which is now producing about \$30,000 worth of naval stores per annum. The annual value of all available is probably \$300,000. The amount of timber ready to be marketed is estimated at 714,000,000 feet b. m. of pine, 10,000,000 feet of cypress, 7,000,000 feet of oak, and 15,000,000 feet of gum, all valued at about \$25,000,000.

8. The amount of commerce done on the Ochlockonee River in 1912 was about 7,350 tons, valued at \$56,840. It is not likely to increase until the overhanging trees are cut and the snags removed from the stream, as navigation is too difficult and dangerous at present.

9. Overhanging trees and snags constitute the principal obstructions, and interfere with navigation sufficiently to render the commercial operation of boats uneconomical from delays and lack of cargo capacity on account of the necessity for loading to lightest draft possible.

10. The work should be prosecuted at such rate as to complete it in one year, and the entire sum estimated for should be appropriated in a lump sum.

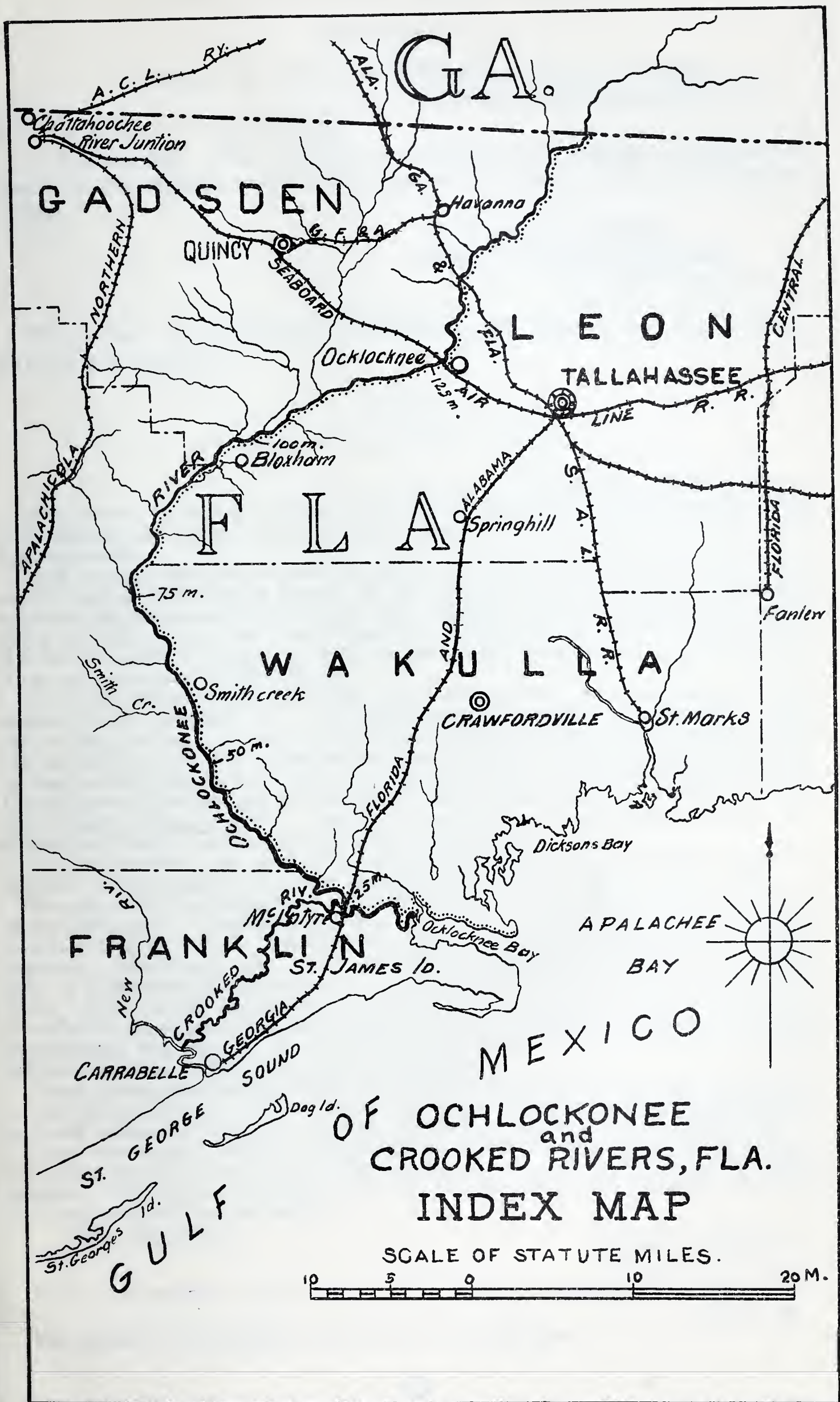
11. It is believed that the prospective commerce, and development of the adjacent country due to the stimulus to trade resulting from opening the stream, will be sufficient to warrant the small appropriation needed, and I recommend that it be granted.

12. There are no terminal facilities on these streams, and none are needed.

13. There are no questions of water power, flood control, or other related matters to be considered in connection with the proposed improvement.

EARL I. BROWN,  
Major, Corps of Engineers.









INDEX MAP  
CROOKED RIVER, KY  
OF OCHLOCKEE



[First indorsement.]

OFFICE OF DIVISION ENGINEER, GULF DIVISION,  
*Baltimore, Md., April 29, 1914.*

To the CHIEF OF ENGINEERS:

1. Forwarded. The locality is regarded as worthy of improvement to the extent and in the manner recommended by the district officer.

LANSING H. BEACH,  
*Colonel, Corps of Engineers,*  
*Division Engineer.*

[For report of the Board of Engineers for Rivers and Harbors on survey see page 2.]

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LETTER OF MR. NATHAN L. HATTON.

WARD, FLA., *July 25, 1914.*

GENTLEMEN: In support of the appropriations made for the improvement of the Ochlockonee and Crooked Rivers, I beg to submit to your honorable body the following statements:

There are manufactured between McIntyre, Fla., and the Seaboard Air Line Railroad bridge, at Ochlockonee Station, on the east side of the river alone, 3,000 barrels spirits of turpentine and 10,000 barrels rosin, making a total of 13,000 barrels of naval stores annually, dependable only upon the Ochlockonee River for transportation. Am not in position to give an estimate of amount manufactured on west side of river, nor amount on Crooked River.

The naval-stores industry is not the only business along this river that is dependable on it for transportation. The farming interests are worth consideration. The lands along the banks of this river are very fertile, producing abundantly without the use of fertilizers, and if the farmers had any way of transporting their produce to market and supplies from markets, this alone would swell the commerce on the Ochlockonee River enough that in three years the Government would double the appropriation already made. Besides the naval stores and farming interests the timber and lumber interests are also worth considering.

The Government, even with the small appropriation made, could make this river between the two points mentioned navigable for at least 10 months in the year.

We naval-store manufacturers are handicapped to a considerable extent on account of not being able to market our product regularly. We can only ship it during a wet time on account of the obstructions that exist in the river and which could be easily removed. Sometimes, when the river will [not] permit our shipping, the market price of naval stores has gone down so that we suffer considerable loss in that matter. Then, again, we and the farmers are compelled to send our teams the distance of 30 miles for subsistence and other supplies, when, as a matter of fact, if the amount appropriated was used on the river, we could overcome these inconveniences and relieve conditions as they now stand considerably.

I wish to state further that if this river is cleaned out and made navigable for only 10 months in the year it will be a great factor in developing the territory adjacent to same by enhancing the value of lands, encouraging farming, and other industries.

Have seen several farmers since reading your notice posted at post office and not one knew that the river had ever been inspected with the view of using the appropriation. We are all at a loss to know whom the inspecting engineer interviewed and upon what did he base his report.

Very respectfully,

NATHAN L. HATTON.

P. S.—Am prepared to give you any information you may desire on this subject.

N. L. H.

The BOARD OF ENGINEERS FOR RIVERS AND HARBORS.





